

August 1, 2002
DRAFT

DOT NATIONAL CROSSING INVENTORY
“EXPLORING NEW WAYS TO IMPROVE”
NOTES/SUMMARY FROM CALIFORNIA OUTREACH MEETING

Current Meeting: June 25, 2002 Irvine, California

Previous Meetings: May 7, 2002, Chicago, IL; March 5, 2002 Washington, D.C.; and November 8, 2001 Dallas, TX

References: Notes/Summaries from Previous Outreach Meetings

Comments and Suggested Changes to National Inventory Crossing Inventory: (Reference U.S. DOT Crossing Inventory Form and “Format for FRA Inventory Fields”):

The following are suggested changes and/or comments provided by the attendees. The suggestions may or may not be implemented.

C. Reason for Update

Add “Abandoned or Out-of-Service” (make sure these are clearly defined)

I-1. Railroad Operating Company

For crossing with two Railroad Operating Companies, look into using alias to allow entry of each Railroad Operating Company (or have a I-1.a. and I-1.b, to allow for entry of each Railroad Operating Company).

I.4. Railroad Division or Region

For crossing with two Railroad Operating Companies, allow entry of each Railroad Division (see I.-1 above).

I-5. Railroad Subdivision or District

For crossing with two Railroad Operating Companies, allow entry of each Railroad Subdivision (see I.-1 above)

I-6. Branch or Line Name

For crossing with two Railroad Operating Companies, allow entry of each Railroad Branch or Line (see I.-1 above)

I-7. Railroad Milepost

For crossing with two Railroad Operating Companies, allow entry of each Milepost (see I.-1 above)

I-8. Railroad I.D. Number

- C For crossing with two Railroad Operating Companies, allow entry of each Railroad ID Number (or different PUC Number) (see I.-1 above)
- C Make 16 characters long (since RR ID Number is sometimes used for PUC Number and sometimes for line segment)

I-11. Crossing Owner

Add to instructions what to do for the case of multiple ownership.

I-15. ENS Sign Installed (1-800)

Change "1-800" to "Toll Free"

I-17. Crossing Type

Pedestrian crossing could be public or private.

I-19. Type of Passenger Service

- 9 AMTRAK
- 9 Commuter Rail
- 9 Light Rail.

I-20. Average Passenger Train Count Per Day

This is included in Train Counts (in II-1. No. of Daily Train Movements)

I-22. County Map. Ref. No.

Don't need.

I-26. Is there an Adjacent Crossing with a Separate Number?

Are there multiple crossing numbers for this crossing?

- C Is there an adjacent crossing with a different crossing number but within the same warning device?

I-27.C. Signs/Signals

Signs Specify is only 15 characters long. Make this longer, or have several lines.

Part II. Railroad Information

Call this "Railroad Authority"

II.1. Number of Daily Train Movements

If there are two Railroad Operating Companies (with two Crossing Numbers) for a crossing, the number of trains per day would be separate for each Railroad. For accident prediction, FRA would need to add both Railroad's train counts together. If one crossing number is used instead, the Railroads would need to get together to give a single train count.

II.2. Speed of Train at Crossing, 2.A. Maximum Time Table Speed

Clarify in instructions if Passenger or Freight

II.3. Type and Number of Tracks

If Other, Specify - Needs more space for multiple branches and spurs with different names

Part III. Traffic Control Device Information

- C Change to "Highway Traffic Control Device Information" or "Highway Signs or Signals Information at Railroad Crossing"
- C Add Yield Sign.
- C Add Pre-signal - what is short storage distance?

III-2.C. RR Advance Warning Signs (W10-1)

- C Add separate boxes for WD 10-2, WD 10-3, and WD 10-4.
- C Indicate how many.

III-2.D. Hump Crossing Sign (W10-5)

- C Enter number of signs
- C Take out “Unknown”

III-3.B. Four-quadrant (or full barrier) Gates

- C Four-quad vs. full barrier - Is roadway blocked off (1 way street with gates)?
- C Is highway a one-way or a two-way street?
- C Explain in instructions that, for four-quad gate, if road is blocked, full barrier is a one direction road.

III-6. Train Detection

Move to Railroad section (Part II)

III-7. Signalling for Train Operation

Move to Railroad section (Part II)

IV-1. Type of Development

Use same definitions as for Private Crossings

IV-3. Number of Traffic Lanes Crossing Railroad

- C Is it a one way street?
- C Is it bi-directional?

IV-4. Are Truck Pullout Lanes Present?

Change “Truck” to “Vehicle” (includes buses)

IV.6. Crossing Surface (on main line)

- C Change “line” to “surface”
- C Move to Railroad section (Part II)
- C Identify each track by track number, and its surface, or allow checking off of more than one surface.

IV-8. Nearby Intersecting Highway?

Any Roadway

IV.10 Is Commercial Power Available?

Is this needed?

Part V. Highway Information

Call this “State Authority”

V-1. Highway System

Take up highway function codes with FHWA.

V-3. Functional Classification of Road at Crossing

Show classifications with boxes

Inventory/Web Site Applications:

The following suggestions were made:

- C On FRA Safety Web Site, for the crossing records, list the effective dates and allow the user to select, by effective dates, which report(s) to print out.
- C Have one inventory database that everyone can access.
- C Be able to sort by Crossing Number, Subdivision, Milepost, or County.

Updating Instructions:

- C III-3.K. Other Train Activated Warning Devices - Includes Stationary Horn.

- C Show in instructions that it is understood that AADT and Train Counts are estimated.
- C Count number of masts, not flashing lights.

Crossing Inventory Numbers:

- C Make sure instructions regarding assignment of inventory numbers covers:
 - C assigning numbers to temporary crossings
 - C assigning numbers to railroad yards
 - C have one crossing number for all pedestrian crossings in a station
- C There was a discussion on whether to assign one crossing number or two crossing numbers to a crossing that has **two operating railroad companies**. The options discussed were:
 - C Assign one crossing id number to the crossing. Let railroads provide their location information (and identify with milepost). There could be a I-1.a and I-1.b (Railroad Operating Companies) to allow entry of two Railroad Operating companies. In this case, there would also be two RR Divisions (I-4.), two RR Subdivisions (I-5.), two Branches or Line Names (I-6.), two Railroad Mileposts (I-7.), and two Railroad ID Numbers (I-8.). Mentioned was the possibility of using software aliases to handle this.
 - C Assign multiple crossing id numbers to the crossing. (Note: It was pointed out that this could result in multiple accident reports for only one accident.)
- C If moving a crossing to a new location, if travel conditions are the same, but other roadways connect, close the former crossing and inventory the new crossing. If change in alignment, new traffic patterns, than assign new crossing number. If a closed crossing becomes a grade separated crossing, use the same crossing number. If crossing number changes, accident history will be closed out.

Updating Responsibilities:

Suggestions Made:

- C Primary and/or Secondary Responsibilities for data elements. For new crossing, railroad would normally file the Inventory form, send it to the State who fills in Highway portion, then State sends it to the FRA. After that, items are updated by the entity having the primary responsibility.

- C For I-12. City, I-13. Street or Road Name, and I-14. Highway Type & Number, Railroad initially provides this data, then the State makes the updates.
- C Make Part III State Responsibility. Initially Railroad fills out Part III, then State will update (when Railroad finishes installing a warning device, they should notify the State and the Federal Inventory Program).
- C Make crossing type a State determination.
- C Traffic control devices should be State responsibility.
- C If new crossing, Railroad fills out part III, and State later updates. After that, Railroad won't update this.

Updating Processes

- C If crossing is changed from private to public, a vehicle is needed to convey this information to the Railroad. State should send notification to railroads.